

2 MORE NAVY FLIERS  
SPEEDING NORTH

(Continued from First Page.)

Youngstown, Ohio; engineers, Chief Machinist Mates G. H. Blackburn, Walker, Minn., and T. L. Moorman, Lawyers, Va.

As he entered the basket Lieutenant Campbell said:

"God be with us till we meet again."

"We will be with the seaplanes yet," said Commander Coll, and he gave orders for the dirigible to move off.

**Hundreds See Departure.**

At 8 o'clock sharp the balloon rose in the air, headed south, directly into the wind, circled around in the opposite direction and then headed directly north with the south wind at its tail, while a big shout went up from the hundreds gathered at the station. She was flying at an altitude of about 500 feet when she disappeared to the northeast.

The Blimp's ordinary speed with no wind is about fifty miles an hour, but with the wind favoring her, as it did at the start she is expected to average between sixty-five and seventy miles.

If she meets with no accident and flies directly to St. Johns her course will be only 60 miles in length, and she will reach her destination about 9 o'clock tonight. She is expected to anchor at Quidi Vide, just outside St. Johns.

**Fuel For 1,500 Miles.**

The C-5 carried enough gasoline to make a trip of 1,500 miles. She has two twelve-cylinder Union motors of 120 horsepower and two-bladed propellers. She is 102 feet long and has a capacity of 170,000 cubic feet of gas.

The collier dog, "Blimp," which runs along the ground for a considerable distance whenever the dirigible makes a flight, followed its usual custom to day, running three miles along the shore in the direction taken by the C-5.

**NC-4 LEAVES CHATHAM TO JOIN TWO COMPANIONS IN TRANS-OCEAN FLIGHT**

CHATHAM, Mass., May 14.—United States trans-Atlantic seaplane NC-4 "slid off" Cape Cod at 9:05 today, circled high above the naval air station for a short time and then started on an 800-mile "jump" to Trepassy, N. F.

Falling to catch up with her sister planes, the NC-1 and NC-3, Commander A. C. Read, of the NC-4, said he would make the long flight from Newfoundland to the Azores alone.

However, if weather conditions along the Nova Scotia coast are adverse, the NC-4 will put into Halifax tonight and will go on to Trepassy tomorrow.

**Undaunted By Bad Luck.**

Commander Read and his men were undaunted by the hard luck they experienced. Forced by motor trouble to put in here last week while on the first leg of the trans-oceanic flight, Rockaway Beach to Halifax, N. S., the NC-4 has remained stormbound.

Gales from the northeast which swept down the coast abated today, however. The wind shifted to the southeast and the sea became calm. The airman determined to make the long "jump" to Newfoundland.

Only the men stationed at the naval

base and a group of fisher folk saw the NC-4 start.

A few minutes after Commander Read went aboard from a naval launch the mooring lines were cast off and in a moment the deep throated roar of the plane's four powerful engines broke out. The big seaplane turned, straightened out, and then gathering speed, rapidly lifted from the sea and soared away to the northeast.

As the NC-4 departed those on shore cheered and the crew of the plane waved farewell. Commander Read and his men were in great spirits and started the flight confident of reaching Trepassy without further trouble.

An old Cape Cod fisherman who watched the start of the plane squinted at the sky, took a look about the harbor and remarked that the sea gulls were heading to sea—a sign that mariners declare means good weather. "Chills remain close to shore and in harbors when a storm or heavy winds are due."

Beside Lieut. Comdr. A. C. Read, of Lyme, N. H., others aboard were: Pilot Lieut. E. F. Stone, of Livonia, N. Y.; Pilot Lieut. J. G. Walter Hinton, of Van Wert, Ohio; Radio Operator Ensign H. C. Rodd, of Cleveland, Ohio; Engineer Chief Special Mechanic E. H. Howard, of Cutchogue, L. I.; Reserve Pilot Engineer J. L. Brede, of New York City.

**Ideal Day For Flight.**

The aviators were up early this morning. They were ready for the "hop-off" at daybreak, but a slight fog off the coast made it impossible to proceed. Shortly after 8 a. m. the seaplane was run on the beach near the air station. She was taken on a trial spin and then came down. Her motors were tuned up. In about an hour again she "slid off" the beach. Circling high about the air station and out over Chatham bar the giant plane was finally pointed out to sea and shot away in the distance.

With glasses those on shore could see the craft for a distance of ten miles. Then she sank into a faint fog bank. The sun was shining warm and bright, the wind was at the rate of about twenty miles an hour from the southeast and there was hardly a ripple on the waters of the shore. It was an ideal day for the flight.

**Equipped With Wireless.**

The NC-4 will not sight land until she reaches the Nova Scotia shore. Like her sister trans-ocean flight flyers she is equipped with wireless and she kept in constant touch with shore stations and naval craft en route to Newfoundland.

Lieutenant Commander Read said before starting that his craft is not eliminated from the overseas flight. "We are still in the running," he declared.

It is believed that Commander Read plans to fly northeast and, if the weather continues favorable, to lay a course direct for Trepassy. As Halifax is not far off the direct air line between here and Trepassy, Read can fly in the general direction of Halifax and still be able to head for Trepassy without losing time or increased mileage.

If the NC-4 gets to Trepassy too late to leave on the long "jump" to the Azores, he explained, the chain of destroyers across the Atlantic will hold in position for a few days to allow him to follow the NC-1 and NC-3 and reach the Azores in time to make the fourth leg in company with the others of the flying squadron.

**PONTA DEL GADA, Azores, May 14.**

Twenty-five destroyers, consecutively numbered, starting from the West, are now waiting for the start of the trans-Atlantic flight from Trepassy, which is expected today. The destroyers are equipped with star shells, radio apparatus and signals eight feet

high. The number of each destroyer is painted on its side and outlined in electricity at night so the seaplanes can spot their location exactly at night.

Weather conditions at this end of the flight were entirely favorable today. The aviators are expected to rest aboard the Melville before resuming their trip to Lisbon.

Commander Wortman of the American flotilla and local officials are planning to give the sea planes a great reception on their arrival here. There will be no business transacted in Ponta Del Gada tomorrow, the whole population gathering along the breakwater to watch for the arrival

of the birdmen from across the Atlantic. There is the keenest competition among sailors in the flotilla as to which will be the first to sight the arriving planes.

**NC-1 AND NC-3 WAIT FOR SIGNAL TO START LAST LAP OF ATLANTIC FLIGHT TODAY**

TREPASSY, N. F., May 14.—Unless all indications fail, the two American seaplanes NC-1 and NC-3 will take the air this afternoon in the first attempt to cross the Atlantic by air.

The two seaplanes were making final northwesterly winds ruffled the waters. Every man aboard the American warships in the harbor was up before daybreak and the crews of the Navy Daniels approved the daring plan for the trans-ocean flight, and the men seemed to sense it as they worked quietly about the big airships.

At daybreak the wind was right. Unless there is a radical change in conditions the start is certain. Were it not for the notoriously tricky weather of Newfoundland it might be asserted positively that the flyers will jump off this evening. Only a slip of cable holds the two air liners to their mooring buoys. A twist of the wrist will release them, and Commander John H. Towers gives the word for the start and less than two minutes later both planes will be in the air.

From Captain Renshaw, of the flag ship Aroostook, down to the stokers in the holds, every man in the American flotilla is praying for a westerly wind by evening and clear air over the ocean outside.

The mechanics toiled over the planes all night. The NC-3 was at the stern of the Aroostook until midnight, while her engines were being inspected and every inch of her hull and wings examined. On deck Commander Towers conferred with his brother officers, checking up the equipment and calculating the weight of the supplies placed in the cockpit.

Lieutenant Commander Bellinger was busy with charts in his cabin for his NC-1 was her moorings with all arrangements completed and a naval guard keeping watch over her.

If the NC-4, which suffered engine trouble last week on the initial hop to Halifax, arrives here from Chatham, Mass., immediately after the departure of the NC-1 and NC-3, she may follow across the ocean by herself, hoping to join her sister ships at the Azores. But unless she arrives within two or three days it is unlikely that she will attempt the ocean flight.

The destroyers which have put to sea to mark the air route for the American seaplanes must be refueled within six days, and it is thought improbable that the navy will keep them all at sea for the attempt by one seaplane if the other two have completed their hop to the Azores.

## THE CHANGING WORLD

(Copyright, 1919, By John T. McQuinn.)



In the old cave man days the men used to indulge in some pretty coarse work, —but in these enlightened days the lady is the one who does it.



In the years just passing any pretty lady murderer is almost certain to be acquitted, —but she won't have it quite so easy when women juries sit in judgment.



It used to be reasonably safe for a masher to insult a defenseless girl, —but now that so many girls have worked in munitions factories, he is taking a long chance.

FOE ENVOYS SEND  
THREE NEW NOTES

(Continued from First Page.)

ult in the war, and all neutrals comprising The Hague World Arbitration League.

New members would be admitted by two-thirds vote. Entrance of the Holy See would be held in reserve. The league would be composed of two bodies, a congress of states, and an international parliament. All secret treaties would be abrogated.

**INDEPENDENT TYROL IS BEING CONSIDERED BY PEACE DELEGATES**

Creation of an independent Tyrol is under consideration by the Peace Conference, according to State Department advices here today.

Other plans suggested are to combine the Tyrolean provinces with Switzerland or Italy. Italy, by the pact of London, which is guiding the Austrian treaty settlement, will get certain Tyrolean territory. Other portions will be separated from the Austro-Hungarian empire, but the conferees are unable to determine their disposition.

The Tyroleans, being an Alpine people, wish annexation to Switzerland, although the country is against such a solution, fearing it would be embroiled in the war controversies. Inhabitants of the Tyrol, however, are growing impatient and want a definite settlement, according to officials here.

**AUSTRIAN PEACE ENVOYS LIKELY TO ARRIVE TODAY; GET TREATY IN WEEK**

PARIS, May 14.—The Austrian peace envoys are expected to arrive today, and it is now likely that a treaty will be handed to them by next Wednesday.

Austrian credentials will be examined by a commission composed of M. Cambon, of France, and Henry White, of the United States delegation.

The German delegation at Versailles have sent a communication to Vienna by way of Berlin, appealing to the Austrians to co-operate with the Germans in securing unity during the discussions.

The Germans have completed a fifth note to the allies suggesting further changes in the terms in the interests of Germany.

A touch of humor has been added to the situation by the mayor of St. Germain, issuing an appeal to the inhabitants to remain cool when the Austrians arrive.

**POLES AND UKRAINIANS AGREE TO QUIT FIGHTING**

PARIS, May 14.—The Poles and Ukrainians have reached an agreement to cease fighting, largely through the friendly offices of Americans. The Ukrainians have lost heavily in the fighting with the Poles and have also suffered in their conflicts with the Bolsheviks.

The agreement for an armistice seems to be based on a belief that the Poles will assist the Ukrainians in opposing the Bolsheviks, but the agreement between the two parties is restricted merely to an engagement to stop fighting.

FORD AN ANARCHIST  
IS CHARGE IN SUIT

MOUNT CLEMENS, Mich., May 14.—A new venue was on hand when the call of Judge Tucker today as the interrogation of prospective jurors continued in the Henry Ford-Chicago Tribune million-dollar libel suit.

The same twelve who underwent a barrage of questions from counsel on both sides yesterday were being held, still subject to challenge.

won its first tilt when Attorney Stevenson today, it was believed.

Counsel for the defense yesterday won its first tilt when Attorney Stevenson was permitted by the court to define "anarchy" and "anarchism" over the vigorous protest of Ford's counsel. The defense announced that it will attempt to prove that in a sense Ford is an anarchist as the Tribune charged in the alleged libel.

Henry Ford's attorneys, accordingly, are determined that no man who cherishes the kind of feeling for anarchy shall serve on the "million dollar" jury that will decide his suit.

They are equally firm in their intention to prevent the acceptance of any person who took an active part in the Newberry-Ford Senatorial contest last autumn.

One big legal argument that looms in the contention over the last day of the case is the question of the charges of libel. The plan of the campaign of the Tribune's attorneys, however, is on broader lines, for their plea of defense involves an explanation of the general conditions in the country which produced the situation on which the editorial was based.

**Trying to Narrow Issues.**

Judge Tucker has not yet announced when he will decide on the brief in support of a narrowing of the issues to the mere fact that Ford was designated as an anarchist. The Tribune attorneys have taken testimony on both sides of the Atlantic and brought witnesses from abroad, in addition to assembling a vast mass of documentary exhibits, with a view to going more deeply and widely into the controversy.

Ford should win this point, it would be expected to shorten the case several weeks.

Mr. Stevenson declared that the Ford forces need not be at all taken about what the Tribune meant in its editorial.

"We will," he said, "prove that Mr. Ford was an anarchist; we are here to prove that he was an anarchist at the time that this article was published, an anarchist in the sense that I have outlined, an anarchist in the sense in which this editorial was written, an anarchist in the sense in which the reader of this paper would understand that it was used, from what was said in the paper and what preceded it, this being the culmination of a long discussion on this subject."

**Cites Ford's Talk to Employees.**

"If you can prove that Mr. Ford is an anarchist, that is a proper thing," said Mr. Lucking, interrupted Mr. Stevenson.

"We will prove it," said Mr. Stevenson. "It is the claim of the defense that when that editorial appeared it was necessary that men should be encouraged to what Mr. Ford was an anarchist. We are not going to show that he is a bomb thrower, but we intend to show that in the sense of the definition of anarchy he is an anarchist."

Mr. Stevenson opened a volume of United States Supreme Court decisions.

"We shall read some definitions of anarchy," he declared.

"I submit that this is not a proper form of argument," interrupted Mr. Lucking.

"We have the right to show to the jury what we are going to prove as our defense," said Mr. Stevenson.

"The higher courts have ruled that whatever kind of anarchy it may be, it is not a crime for a person to enter the United States," broke in Mr. Murphy.

The court permitted Mr. Stevenson to read the decisions. The last one was:

"Anarchy is an absence of government or an insufficiency of government."

In the sense that Mr. Ford was trying to cripple and make inefficient the government, the defense in this case will prove that Mr. Ford was an anarchist," said Mr. Stevenson.

**Ford Counsel Shout Objections.**

Attorneys Lucking and Murphy were on their feet shouting objections.

"The defense claims that in the writing of that editorial," Mr. Stevenson began again.

"It makes no difference," shouted Mr. Lucking, "what may have been that view! This case is to be decided on the basis of the fact that editorial as obtained by the persons who read it, and not by the views of some scholarly individual in the secrecy of an editorial sanctum. It is not the sense meant but the sense conveyed that is the criterion."

In the sense outlined," said Mr. Stevenson, "the sense that any man whose acts have tendency to cripple the Government is an anarchist, we shall prove Mr. Ford an anarchist, and we shall prove that not only in the writing of that editorial but that in its understanding by the public, viewed as the culmination of a long series of articles which were read by the same reading public, it was such an anarchist as has been defined that was portrayed."

"It's all right to prove, but not at this time," said Mr. Lucking, "and it does not matter what kind of an anarchist is meant. The United States Supreme Court has ruled that no matter what kind of an anarchist a man is he is unfit to enter this country."

"I am quite familiar with that case,"

BRITISH NOW WANT  
HALF OF SHIPS  
U. S. SEIZED

PARIS, May 14.—Trouble seems to be brewing over the disposition of German tonnage interned in American ports and awarded to the United States, according to a copyrighted dispatch to the New York World. The total reaches about 700,000 tons, and the British say that is far in excess of American losses.

A spirited campaign is starting in England to upset the award and to divert at least half of that tonnage from America. The British claim the ships left in their ports do not begin to compare with their losses.

Premier Lloyd George approved the award, but the opposition to it now has assumed serious proportions.

and it says nothing of the kind," said Mr. Stevenson.

"I am quite familiar with the case, too, and that is what it says. It is the case you have just been reading from."

Mr. Lucking demanded that he be permitted to see the book. While he was looking for it, Judge Tucker listened to the stenographer read the last question put to a salesman.

**Fussles Jurors.**

The judge ruled that Mr. Stevenson might put the defense's theory of the case before the jury, and he asked a juror:

"Do you think that in view of these definitions of anarchy you can judge the case of the Chicago Tribune fairly?" he asked.

"That question is improper," insisted Mr. Murphy. "The defense has no right to inquire of a juror whether or such an event is so, and such circumstances have happened his decision will be thus and so."

"The question goes to the line all right," said the court, "but I shall permit it."

"It goes beyond the line," insisted Mr. Murphy. "The juror said he thought he could treat the Tribune fairly."

The court denied the motion of the Solomon News Company to amend its plea to permit a defense of general justification.

**CONG. GARNER TO HEAD DELEGATION FROM TEXAS**

Congressman John N. Garner, who is serving his eighth term in the House, will be named president of the Texas delegation at the organization caucus to be held Friday. He will succeed former Congressman James L. Slattery, who on March 4 last completed ten terms in the House.

It is probable that, following the caucus, definite announcement will be made as to whether Congressman J. J. Mansfield will continue as a member of the District of Columbia Committee of the House.

Only three of the Texas members have arrived in Washington, but telegrams from them state they will be here in time for the caucus.

**TWO FISHERMEN FIND BODY OF MAN TANGLED IN NETS**

ELKTON, Md., May 14.—Fishing near Red Bank shore on the North-east river, John Petty and Fred Russell caught in their net the body of a white man, apparently about forty years old. The body evidently had been in the water for a week or more. Coroner Magraw, of Elkton, was notified, and deemed an inquest unnecessary.

From papers found on the body, it is believed the man was Harry M. Graham, of New Cumberland, Pa. The authorities of that town have been notified. It is believed the body was washed down the Susquehanna from Harrisburg, Pa.

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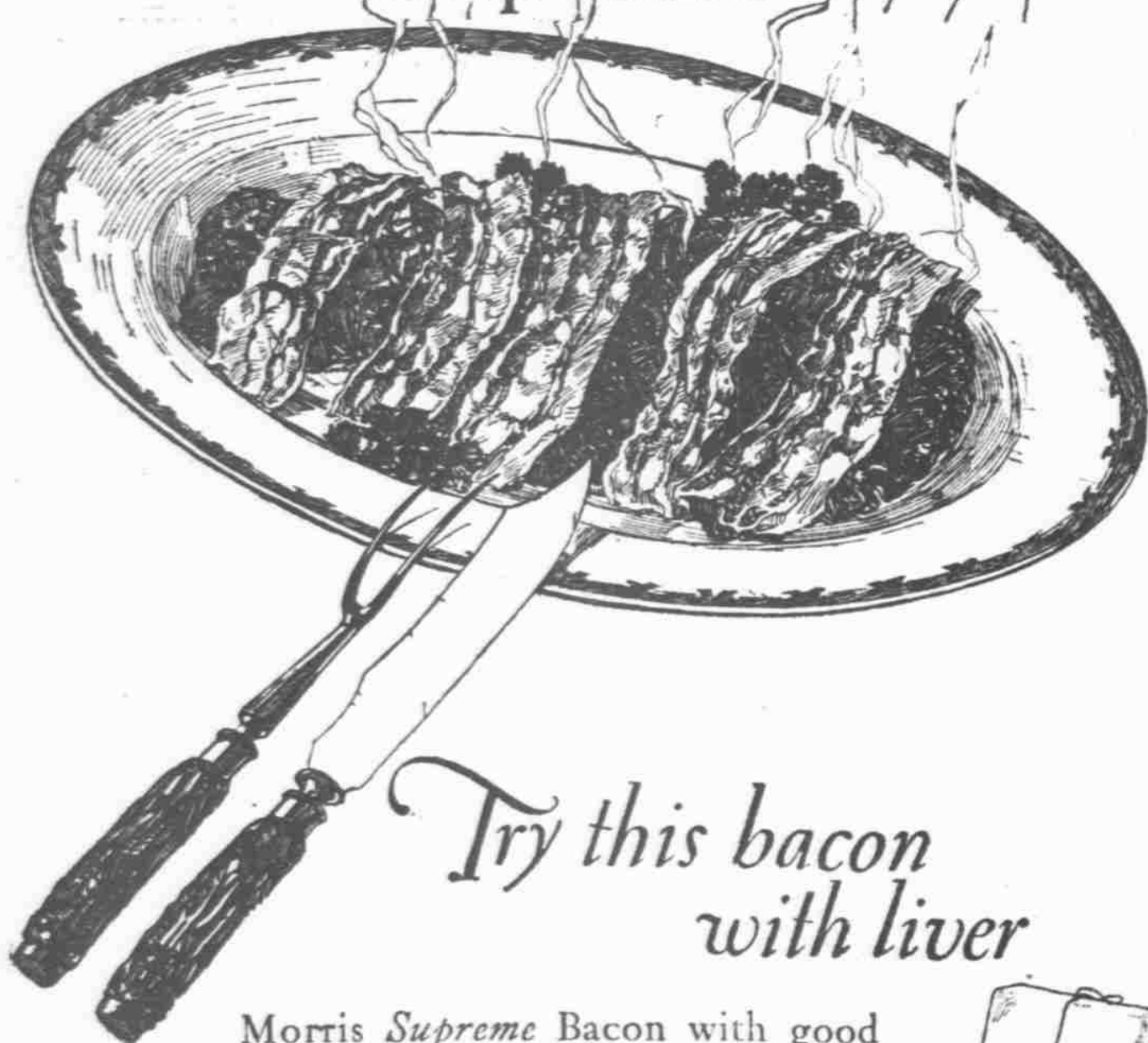
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FATHER, 79, PASSES AWAY;  
SON AT DEATH'S DOOR

DANVILLE, Va., May 14.—C. M. Waddill, seventy-nine years old, Confederate veteran, of Pennsylvania county, who died Monday of influenza at his home at Sutherland, was buried yesterday. It is the first death in the immediate family. Surviving are his widow and ten children.

A son, Thomas M. Waddill, lies here at the point of death suffering from a strange malady that has baffled specialists of Richmond, Philadelphia and Washington. Two days ago his heart began to weaken and physicians now hold out no hope for him.

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